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# MEMORIAL

OF

## THE SHIPPING FEDERATION OF CANADA

TO THE

## RT. HON. ROBERT LAIRD BORDEN, P.C., LL.D., K.C.

PRESIDENT OF THE KING'S PRIVY COUNCIL FOR CANADA AND
PREMIER OF THE DOMINION OF CANADA

ON

## THE SITE OF THE NEW DRY DOCK, OR GRAVING DOCK.

F. E. MEREDITH, K.C.
COUNSEL FOR THE SHIPPING FEDERATION
OF CANADA.

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To the Right Honourable Robert Laird Borden, P.C., M.P., K.C., President of the King's Privy Council for Canada, and Premier of the Dominion of Canada.

The MEMORIAL of the SHIPPING FEDERATION OF CANADA, incorporated by Act of the Dominion Parliament, who own or represent 562,406 gross tons of the ocean and coasting shipping trade on the St. Lawrence route, with a capital investment of many million dollars, a considerable portion of which is for Canadian account,

## Sheweth:

WHEREAS it has come to the knowledge of your memorialists that a proposal has been made to the Government to change the site of the proposed new Dry Dock at Levis to the Beaupré Flats, or at or near the St. Charles River, on the City of Quebec side of the St. Lawrence River; and

WHEREAS your memorialists are unanimously of the opinion that the new Dry Dock should be situated at a point next and east of the present Government Dry Dock at Levis, for the following amongst other reasons:

1. That neither the St. Charles River nor any point on the City of Quebec side of the St. Lawrence River is suitable for the proposed Dry Dock, owing to the fact that any site chosen in such places would be unsuitable by reason of the insufficient depth of water, the ice conditions that prevail in winter, and the large cost that would be entailed if such a site were selected, for instance, the cost of the dredging of necessary channels connecting the dock with the navigable part of the river, if the St. Charles River site or the Beaupré

Flats were selected, would be extremely great; and your memorialists send herewith a series of photographs which they believe are most instructive, and which have been taken during the month of February, 1912, shewing, as they believe, the impossibility of a site for a Dry Dock being of any practical use in the vicinity of the Beaupré Flats or the St. Charles River, and at the same time demonstrating that the winter conditions entirely favour a site at Levis, where they would not interfere with the docking or undocking of vessels at or about the present site of the Government Dry Dock.

2. That it is most undesirable that the St. Charles River or the Beaupré Flats should be selected as a site for the new Dry Dock, which would necessitate, in view of there being one Dry Dock at Levis at the present time, an additional staff for the new Dry Dock, if it were situated either on the St. Charles River or the Beaupré Flats.

3. That your memorialists are in favour of a site adjoining and east of the present Government Dry Dock at Levis, for the following amongst other reasons :

(1). The site is specially adapted by natural conditions for the construction of a Dry Dock, being adjacent to deep water, the channel at the mouth of the dock being forty feet at high water and twenty-two feet at low water, thus doing away with any expensive dredging of channels to connect with the Dry Dock, which would be necessary if the site for the dock were chosen at the Beaupré Flats or the St. Charles River.

(2). That a dock can be constructed more economically at the Levis side than would be the case if the Beaupré Flats or the St. Charles River were chosen, inasmuch as the outline of the dock

could be quarried out of the natural rock, thus obviating the cost of thick walls and floor to resist hydrostatic pressure.

(3). That large vessels could easily enter the new dock at Levis without requiring the assistance of tugs which, however, would be the case if the St. Charles River or the Beaupré Flats were selected as the site.

(4). That inasmuch as the river never freezes at the mouth of the proposed new dock at Levis, vessels could dock or undock at all seasons of the year, thus obviating the danger of a vessel, after repairs, being locked and debarred from going to sea or elsewhere during the entire winter.

(5). That the Levis site for a Dry Dock is more advantageous than would be a site on the St. Charles River or the Beaupré Flats, owing to the prevailing winds being west and east, which do not interfere with the Levis site, but which would interfere with the docking and undocking of vessels at a site on the St. Charles River or the Beaupré Flats.

(6). That your memorialists are aware that prior to the present Dry Dock site at Levis having been decided upon, very considerable investigation and research was made to ascertain the best site for that Dry Dock, and that such investigations were made by Messrs. Kinipple and Morris, engineers, and their report to the Department of Public Works in 1874 was in favour of the Levis site, after examining the St. Charles River and other sites. The Levis site was also approved of by the chief engineer of the Public Works Department, Ottawa, as will be seen on referring to pages 331 and 339 of the General Report of the Minister of Public Works from 30th June, 1867, to 1st July, 1882. The matter was considered of much importance, as will be seen on referring to the Debates in the House of Commons, Session of 1877, pages 376 and 559.

(7). That the immediate need of a Dry Dock in the St. Lawrence River, at or about Levis, is imperative in the general interests of Canada, including those of the Ocean and Coasting Trade, and that if such a work be completed without delay your memorialists believe that it will result in lower rates of insurance on merchandise carried in vessels, as also on the hulls of vessels.

(8). That the floating dry dock to be constructed in Montreal will, when finished, be of great use to ships, inland and ocean, reaching Montreal, and which require to be dry docked, but in addition to this dock, a dry dock at Levis is necessary owing to the large increase in the number of vessels and the size of vessels using the St. Lawrence route, and which number and size are surely to increase; but such a dry dock at Levis as is asked for is absolutely essential for ships, more especially of large draught, say 26 to 28 feet when loaded, and which may be disabled below Quebec, since owing to the depth of the channel between Montreal and Quebec, namely, from 28 to 30 feet, ships of large draught in a disabled condition and leaking to some extent, as they invariably do as a result of their disabled condition, and steering badly, would not be able to proceed to Montreal to dry dock there even if the floating dry dock at Montreal were unoccupied.

(9). That if the Levis site were selected work could be commenced at once, if the Government or any Company were prepared to undertake the work, and the construction could be continued throughout all seasons, without interruption, owing to the situation and the natural formation; whilst if the St. Charles River or the Beaupré Flats were selected, apart from the greater cost of construction, the completion of the work, owing to the site, the small depth of water and the climatic conditions, would take considerably longer.

10. That by constructing a new dock in close proximity to the existing Dry Dock one modern and properly equipped pumping station would serve for both docks.

11. That the site of the present Government Dry Dock at Levis has been well tried and has proved to be a suitable location where navigation is feasible for a greater period of the year than anywhere on the north side of the St. Lawrence River, and the site proposed by your memorialists is the same in this respect as the present site of the Levis Dock, which is all-important, since it may be anticipated that vessels may be dry-docked (say) in the middle of November for necessary repairs lasting one or two months; whilst if a site on the St. Charles River or the Beaupré Flats were selected such vessels would be unable to leave, to the great loss of the owners or underwriters. That the site for the new Dry Dock as suggested by your memorialists, has greater advantages than those of the site of the present Dry Dock.

12. That for these reasons, amongst others, your memorialists ask that the site for the proposed new dock be decided to be one adjoining the present Government Dry Dock at Levis, such site being the one most suitable in all respects.

13. That your memorialists consider it unnecessary, at the present time, to point out the insufficiency of the present Dry Dock at Levis, in view of the increased number of ships coming up the St. Lawrence River and their increased draught and tonnage, though they recognise that for boats of small sizes the present Dry Dock will be available, though quite useless for larger boats which are now using the St. Lawrence, whose length and beam do not enable them to enter the dock. Attached to this memorial is a list of

steamers using the St. Lawrence route which, owing to their dimensions, cannot make use of the existing dock.

WHEREFORE your memorialists are of the opinion that the Government of Canada should undertake the building of the Dry Dock and have entire control of the same, so that one plant and one set of officials can administer the two docks, and that the site of the new Dry Dock be located immediately east of the present Government Dry Dock at Levis.

ANDREW A. ALLAN,
*President The Shipping Federation of Canada.*

THOMAS ROBB,
*Manager and Secretary The Shipping Federation of Canada*

Montreal 23rd March 1912.

# GRAVING DOCK AT LEVIS.

## ENTRANCE OF DOCK 59 FEET.

### ALLAN LINE.

| | | | | | |
|---|---|---|---|---|---|
| 1. S.S. Virginian | .... | Length | 520′ 4″ | Breadth | 60′ 3″ |
| 2. S.S. Victorian | .... | " | 520′ 0″ | " | 60′ 4″ |
| 3. S.S. Tunisian | .... | " | 500′ 6″ | " | 59′ 2″ |
| 4. S.S. Corsican | .... | " | 500′ 0″ | " | 61′ 2″ |
| 5. S.S. Hesperian | .... | " | 485′ 5″ | " | 60′ 3″ |
| 6. S.S. Grampian | .... | " | 485′ 7″ | " | 60′ 2″ |
| 7. S.S. Scotian | .... | " | 515′ 3″ | " | 59′ 8″ |
| 8. S.S. Scandinavian | .... | | | | |

### WHITE STAR-DOMINION LINE.

| | | | | | |
|---|---|---|---|---|---|
| 9. S.S. Laurentic | .... | Length | 550′ 4″ | Breadth | 67′ 3″ |
| 10. S.S. Megantic | .... | " | 550′ 4″ | " | 67′ 3″ |
| 11. S.S. Canada | .... | " | 500′ 4″ | " | 58′ 2″ |
| 12. S.S. Teutonic | .... | " | 565′ 8″ | " | 58′ 0″ |
| 13. S.S. Samland | .... | " | 490′ 0″ | " | 58′ 3″ |
| 14. S.S. Norseman | .... | " | 500′ 7″ | " | 62′ 3″ |

### CANADIAN PACIFIC RAILWAY LINE.

| | | | | | |
|---|---|---|---|---|---|
| 15. S.S. Empress of Britain | | Length | 548′ 8″ | Breadth | 65′ 7″ |
| 16. S.S. Empress of Ireland | | " | 548′ 9″ | " | 65′ 7″ |
| 17. S.S. Montezuma | .... | " | 485′ 0″ | " | 59′ 0″ |
| 18. S.S. Mount Temple | .... | " | 485′ 0″ | " | 59′ 0″ |

### CANADIAN NORTHERN LINE.

| | | | | | |
|---|---|---|---|---|---|
| 19. S.S. Royal Edward | .... | Length | 526′ 8″ | Breadth | 60′ 2″ |
| 20. S.S. Royal George | .... | " | 525′ 8″ | " | 60′ 2″ |

### R. & O. NAVIGATION CO'Y.

| | | | | | |
|---|---|---|---|---|---|
| 21. S.S. Quebec | .... | Length | 311′ 0″ | Breadth | 64′ 1″ |
| 22. S.S. Montreal | .... | " | 332′ 4″ | " | 75′ 0″ |
| 23. S.S. Tadousac | .... | " | 248′ 4″ | " | 64′ 0″ |